like to call upon Shri Mathur and Shri Murli Manohar Joshi to move the resolution. Are you moving the resolution?

श्री जगदीश प्रसाद माथुर : दो मिनट सर। मैं आपका ध्यान दिलाना चाहता हूं . . . (व्यवधान) . . .

SHRI SURESH KALMADI: How can he speak, Sir? (*Interruptions*). How can they be allowed to speak? The rules are very clear. The question has been moved. Now, the motion should be taken up for voting.

MR. CHAIRMAN: Now, I read out the motion and the House will vote on it.

The motion is:

"That in pursuance of Rule 267 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, this House do suspend Rule 38 of the said Rules in its application to the discussion on the situation arising out of the ban imposed by the Government of Political Rallies at the Boat Club, New Delhi, for a period of 3 months."

श्री जगदीश प्रसाद माथुर : संविधान के अंदर हमको अधिकार है बोलने का, जमा होने का, संगठन करने का, उसका आपने हनन किय है। . . (**व्यवधान**) . .

SHRI SURESH KALMADI: Sir, now please take up the voting. Please start the voting process. (*Interruptions*).

श्री जगदीश प्रसाद माथुर : संविधान मुझे अधिकार देता है कि मैं बोलूं, अपना संगठन चलाऊं, आपने उसका हनन किया है। आज जिस प्रकार की एट्रोसिटीज देश में हो रही है, ऐसी शायद कभी नहीं हुई। आप भी मान लीजिए कि आपकी सरकार ने ब्रिटिश तानाशाही को भी मात कर दिया है। अंग्रेजों के जमाने में भी कभी ऐसा नहीं हुआ कि जो लोग शांति चाह रहे हों उनको रोका जाए। . . (**व्यवधान**) . .

MR. CHAIRMAN: Please sit down, Mr. Mathur. I have already read out the motion. Let us start the voting process.

The question is:

"That in pursuance of Rule 267 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, this House do suspend Rule 38 of the said Rules in its application to the discussion on the situation arising out of the ban imposed by the Government of Political Rallies at the Boat Club, New Delhi, for a period of 3 months."

The motion was negatived.

श्री जगदीश प्रसाद माथुर : श्रीमन, यह जो मेजॉरिटी के आधार पर अन्याय किया जा रहा है, यह हमें स्वीकार नहीं है। . . (**व्यवधान**) . . यह हमें स्वीकार नहीं है।

श्री सिकन्दर बख्त : सदर साहिब, इंसानी, सियासी हुकूक पर डाका डाला जा रहा है, इसलिए हम प्रोटेस्ट के तौर पर हाउस से वाक आऊट कर रहे हैं।

†[شری سکندر بخت: صدر صاحب۔ انسانی سیاسی حقوق پر ڈاکہ ڈالا جا رہا ہے۔ اسلئے ہم پروٹیسٹ کے طور پر ہاؤس سے واک آؤٹ کر رہے ہیں۔]

At this stage some Members left the Chamber.

ORAL ANSWERS TO QUESTIONS

Development of Infrastructure at international airports

*1. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

†[ ] Transliteration in Arabic script.

(a) whether Government have any plans for the development of infrastructure at major international airports in the country to preserve their position as a hub for international airlines;

(b) if so, what are the details thereof;

(c) whether Government are aware that airports like Hongkong, Singapore, Bangkok, Kuala Lampur etc. are expanding in a big way which may affect the international air traffic at our airports; and

(d) if so, what action Government propose to take to overcome the competition from such airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) A statement is laid on the Table of the House.

Statement regarding Development of Infrastructure at International Airports

(a) and (b) Yes, Sir. International Airports Authority of India in its Eighth Plan has envisaged an investment of Rs. 731 crores, details of which are as follows:—

Additional Terminals .	Rs. 380 crores
Additional aprons, taxiways, ecl. . . .	Rs. 60 crores
Additional cargo terminals . . .	Rs. 54 crores
New operational and f.. tation equipment	62 crores
Others . . .	Rs. 175 crores.

Complemention this National Airports Authority (NAA) has programmes for modernisation and upgradation of air traffic control and communication facilities at these airports. A major project for the upgradation of air traffic services at Bombay and Delhi airports at an estimated cost of Rs. 350 crores (approx.) is being launched by NAA shortly. The project will augment radio navigational aids including radars and automation of air traffic control. Trivandrum international airport will be provided radars for positive surveillance of air traffic by day and night in all weather conditions. There are plans also to instal secondary radars to improve surveillance capability at Calcutta and Madras airports.

(c) and (d) The airports referred to are catering to their anticipated needs of growth. Growth of Indian airports is also envisaged keeping in view the need to cater to the projected expansion of air traffic.

श्री एस० एस० अहलुवालिया : सभापति जी, मैं आपके माध्यम से मंत्री महोदय से जानना चाहूंगा कि क्या सरकार ने देश के हवाई अड्डों, विमान पत्तनों के विकास के लिए खासकर अंतर्राष्ट्रीय हवाई अड्डों के विकास के लिए कोई बृहद योजना बनाई है, ताकि इस योजना के तहत देश के हवाई अड्डों का समयबद्ध विकास किया जा सके। तो ऐसी योजना का ब्यौरा क्या है और वह कब बनी थी ? उसका मंत्रिमंडल से अनुमोदन हुआ है या नहीं और संसद के समक्ष कब प्रस्तुत की गई अथवा नहीं की गई ? यदि नहीं, तो क्या मंत्री महोदय इन कारणों पर प्रकाश डालने की कृपा करेंगे जिससे ऐसे महत्वपूर्ण मामले पर संसद एवं देश को विश्वास में नहीं लिया गया हो ? यदि ऐसी योजना बन चुकी है तो उस पर अभी तक क्या कार्रवाई हुई है ?

श्री यशवन्त सिन्हा : सब हवाई है, अड्डा नहीं है।

SHRI GHULAM NABI AZAD: Sir, I think there is already a very detailed answer. But I think the hon. Member wants to know to what extent the International Airports Authority and the Airports Authority of India would be expanded for the coming five years. As far as the International Airports Authority is concerned, during the past 20 years that is from 1972 to 1992, it has

made a total capital investment of Rs. 544 crores. Sir, the hon. Member would be very happy to note that the International Airports Authority of India alone would be spending Rs. 731 crores in the next Eighth Five Year Plan. As far as Bombay Airports is concerned, Rs. 186 crores would be spent; on Calcutta Airport, Rs. 83 crores would be spent; on Delhi Airport, Rs. 264 crores would be spent, on Madras Airport, Rs. 91 crores would be spent and on Trivandrum Airport, Rs. 104 crores would be spent. In addition to this, as far as modernisation is concerned, the National Airports Authority is also coming in a big way for expansion and modernisation. As far as expansion and modernisation of Bombay and Delhi Airports is concerned, the National Airports Authority is spending Rs. 550 crores in the Eighth Five Year Plan. It is also going to spend Rs. 15 crores on Trivandrum Airport and plans are being evolved by the National Airports Authority for the installation of secondary radar to improve the surveillance capability at Calcutta and Madras Airports.

श्री एस० एस० आहलुवालिया : सभापति महोदय, मैं मंत्री महोदय से जानना चाहूंगा कि इंडियन एसोसिएशन ऑफ ट्रेड ऑपरेटर्स ने जनवरी के पहले हफ्ते में बंबई में कान्फ्रेंस की थी और उन्होंने कुछ रिकमंडेशंस दी थीं कि किस तरह से देश में इंटरनेशनल एयरपोर्टस की संख्या बढ़ाई जाए। इस पर कुछ अनुमोदन करके उन्होंने सरकार से रिक्वेस्ट की है। क्या आप सदन को अवगत कराएंगे कि उन्होंने उसमें क्या-क्या लिखा है?

दूसरी बात मैं मंत्री महोदय से जानना चाहूंगा कि पटना एयरपोर्ट, जहां पर एक तरफ से नेपाल एयरलाइंस का जहाज आता है और वह पहले काफी अच्छी तरह से चलता था परंतु इन दिनों काफी रुकावट है। पटना एयरपोर्ट के साथ और भी बहुत सारी चीजें जुड़ी हुई हैं जैसे कि बोध गया, वहां बगिस्ट कंट्रीज से बहुत सारे टूरिस्ट आते हैं और वह महावीर जी की भी भूमि है और गुरु गोविन्द सिंह का जन्म स्थान है। फॉरेन टूरिस्ट्स को वहां अच्छी तरह से इनवाईट किया जा सकता है और फारेन एक्सचेंज अर्न किया जा सकता है। क्या पटना एयरपोर्ट को इंटरनेशनल एयरपोर्ट में कन्वर्ट करने की कोई सोच रखी गई है या नहीं, यह बताने की कृपा करें।

श्री गुलाम नबी आजाद : जैसा आपने कहा कि बंबई में इस तरह की एक मीटिंग हुई। उसके अलावा दिल्ली में मीटिंग हुई, कई जगह मीटिंग हुई। उनके सुझाव तो आते रहते हैं लेकिन उसके अलावा भी हमने आने वाले 5 साल के लिए कितना पसेंजर लोड होगा, उसको नजर में रखते हुए अगले 5 साल का प्लान बनाया है और इस साल हमारे यहां देश में 188 लाख की सुविधा है इंटरनेशनल एयरपोर्टस पर, जिनकी चर्चा मैंने पहले की क्योंकि संबंध इंटरनेशनल एयरपोर्टस का था, 5 इंटरनेशनल एयरपोर्टस का और ये जो मैंने इंटरनेशनल एयरपोर्ट ऐथोरिटी की 771 करोड़ की चर्चा की और आपकी एयरपोर्ट ऐथोरिटी की 350 करोड़ की चर्चा की, इसके अनुसार जब पांच साल के बाद ये एयरपोर्टस तैयार हो जाएंगे तो उस वक्त हमारे देश में जो कपीसिटी इन 5 स्टशंस पर होगी वह 27 मिलियन होगी लेकिन एक्चुअल कैपेसिटी हमारे पास 35 मिलियन होगी। तो इसका मतलब है कि हमने नजर में रखा है कि 5 साल के बाद जहां हमारे पास 27 मिलियन पैसेंजर होंगे वहां हमारे पास 35 मिलियन की कैपेसिटी होगी। इसका मतलब है कि अगले सालों में भी हम उसका लाभ उठा सकते हैं।

जहां तक पटना के बारे में आपने बताया, इसमें कोई शक नहीं है कि आबादी के अनुसार पटना भारत के दूसरे नंबर पर है और बोधगया की आपने चर्चा की। वहां टूरिज्म को बढ़ाने के लिए केंद्रीय सरकार की तरफ से और जापान की तरफ से जो मदद मिल रही है, उसकी सहायता से हम

उसको डेवलप कर रहे हैं लेकिन इसके साथ-साथ कुछ मॉडल एयरपोर्ट्स बनाए जा रहे हैं। जिसमें पटना भी शामिल है और टूरिज्म को नजर में रखते हुए ये कुछ एयरपोर्ट्स पूरे कंट्री में बनाए जा रहे हैं जिनकी कैपेसिटी बढ़ाई जाएगी, जिनको अपग्रेड किया जाएगा। उसमें पटना भी है। उसका पूरा ख्याल रखा जाएगा।

श्री रजनी रंजन साहू: इंटरनेशनल किया जाएगा या नहीं, यह सवाल है।

श्री गुलाम नबी आजाद: अभी नेशनल तो चले ठीक तरह से, फिर इंटरनेशनल की बात आती है।

SHRI M. A. BABY: Sir, as you know, Trivandrum is the first airport declared 'international' after achieving independence and in spite of all the claims made, still no new additional facility is being provided for making Trivandrum an airport of international standards. There were some proposals to introduce an aero-bridge and also to construct a transit lounge so that international air-carriages might also be attracted to Trivandrum which were going to South-East Asian countries and other areas, but unfortunately due to the most negative attitude of the Ministry no new additional facility is being provided for Trivandrum international airport. I would like to know specifically what schemes and projects are being proposed for the expansion of Trivandrum International airport, to make it an airport of international standards.

SHRI GHULAM NABI AZAD: Sir, as I have already stated, as a part of modernisation an investment of Rs. 50 crores is envisaged by the National Airports Authority for the provision of radars at Trivandrum for positive surveillance of air-traffic round-the-clock in all weather conditions. And in addition to that, as far as the passenger terminal complex at Trivandrum is concerned, Rs. 35 crores have been proposed and the work will commence from December, 1994 and we are sure that by the end of 1989 the work will be completed.

SHRI SURESH KALMADI: Sir, in the aviations business in the last so many years we have been going in for so many aircraft but we have not paid adequate attention at all to the infrastructure, especially the navigational equipment, in the country. We have gone in for the most sophisticated A-320 aircraft and each aircraft costs about Rs. 150 crores to Rs. 200 crores. Twelve more aircraft are expected to come into the country this year. On the one side we are going in for sophistication and on the other side there are just no matching ground equipment. The ground equipment are of Second World War vintage. So, what is the use of having the latest aircraft and the latest equipment on board the aircraft if there is no matching equipment on the ground. If you see today's reply, out of Rs. 731 crores allocated by the International Airports Authority, which is the cost of only three or four aircraft, I am sorry to say, only Rs. 62 crores have been kept for equipment and operation. That is for navigational aids and equipment....

MR. CHAIRMAN: Now, you please conclude your question.

SHRI SURESH KALMADI: Sir, this is important. The air crashes include the TU-154 aircraft also. The air crash was due to poor visibility because of lack of proper navigational aids on the ground. Would the Minister keep in mind the Sentiments of the Members of Parliament and review the budget and ensure that much more emphasis put not on more aircraft but on more equipment on the ground, especially when the air-taxi business is also coming up and all types of aircraft are flying in the Indian sky? Would you pay more attention to this aspect?

SHRI GHULAM NABI AZAD: Sir, I think my friend has not understood it. In the beginning I have said that as far as the International Airports Authority is concerned they have allocated this much money. As far as the NAA is concerned, it is for the first time that

such a massive sum to the tune of Rs. 350 crores has been earmarked.

SHRI SURESH KALMADI: Why not the International Airports Authority also?

SHRI GHULAM NABI AZAD: No, no. There is a distinction. Somebody has to do this and somebody else has to do that. So, this Rs. 350 crores is only for Delhi and Bombay for air traffic control modernisation work.

SHRI DINESHBHAI TRIVEDI: Mr. Chairman, Sir, we have been talking about the upholding of the rule of law, the Supreme Court, Acts of Parliament...

SHRI SURESH KALMADI: This is regarding the International Airports Authority.

SHRI DINESHBHAI TRIVEDI: Sir, I have every reason to believe that we have given a go-by to the very Act of Parliament. Sir, I am referring briefly to the Air Corporations Act and I have several times mentioned on the floor of the House that private airlines are not permitted under the Act.

SHRI SURESH KALMADI: It has nothing to do with this qustion. This is regarding the International Airports Authority. It has nothing to do with this.

SHRI DINESHBHAI TRIVEDI: Sir, my question and my apprehension is...

SHRI VITHALRAO MADHAVRAO JADHAV: What is his interest, Sir?

MR. CHAIRMAN: Now, please ask your question.

SHRI DINESHBHAI TRIVEDI: They are not allowing me to speak, Sir. I have got to speak about my apprehension. My apprehension and question is: (1) Would the Government also privatise the airports the way they have privatised the airlines as against the Air Corporation Act? (2) Is there any proposal for merging the National Airports Authority with the international Airports Authority of India?

SHRI GHULAM NABI AZAD: As far as the first part is concerned, my friend will agree with me that it is another question with regard to Air Corporations Act to which I will come with a reply while discussing that question. Sir, Mr. Trivedi has mentioned about privatisation. But it is not privatisation. At the same time an inter-departmental committee has been constituted to identify areas and activities for airport development where public participation can be enlisted to supplement the development plans of the National Airports Authority and International Airports Authority of India. The Committee which is headed by the DGCA includes members from the Ministries of Commerce, Finance and Home apart from the National Airports Authority of India and the International Airports Authority of India. So, after they come to some conclusion, I will definitely come before the House. (*Interruptions*). Not at the moment.

SHRI JOHN F. FERNANDES: Sir, the Ministry is expending Rs. 731 crores for infrastructure. But only five airports are earmarked for this. There are some more airports maintained by the National Airports Authority where we have international traffic, i.e. Calicut in Kerala and Dandeli in Goa. The National Airports Authority has no funds to expand them. I would like to know from the hon. Minister whether these airports where we have international traffic will be taken over by the International Airports Authority of India to provide better facilities.

SHRI GHULAM NABI AZAD: Since the question was pertaining in international airports only, I did not go into other airports. As far as Calicut is concerned, I must say, we have some proposals for its expansion. Sir, about other airports I will write to the hon. Member. As far as Goa is concerned, I realise that we have chartered aircraft from different parts of the world at the moment. But we are in touch with the Defence Ministry because that airport is not a civilian airport, it is a defence Airport. So, if we want to land a bigger aircraft, a Jumbo aircraft, for

that the runway has to be bigger. But that land does not belong to any private party. It does not belong to any State. I think, it belongs to the Navy which comes under Defence. So, we had, my predecessor had, a meeting with the Defence Ministry officials. I am also going to have another round of meetings with the Defence Ministry so that we might come to some conclusion.

*2. [*The questioners (Shri Ram Jethmalani and Dr. Jinendra Kumar Jain) were absent. For answer vide col..... infra*]

दूरदर्शन पर मैट्रो चैनल

*3. **डा. बापू कालदाते** : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने 26 जनवरी, 1993 से चार महानगरों में मैट्रो-चैनल शुरू कर दिया है ;

(ख) क्या सरकार इन चैनल के कार्यक्रमों को बढ़ाकर एक पृथक राष्ट्रीय चैनल बनाने का विचार रखती है;

(ग) यदि हां, तो इस संबंध में ब्यौरा क्या है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI K. P. SINGH DEO): (a) No, Sir. Doordarshan have only introduced a metro hour from 8.00 p.m. to 9.00 p.m. on the existing metro channel at Delhi, Bombay, Calcutta and Madras for allotment of time slots to private parties.

(b) There is at present no proposal to convert the existing metro channels of Doordarshan into a separate national channel.

(c) Does not arise.

(d) On account of constraints of resources.

डा. बापू कालदते : सभापति जी, सरकार ने एक एयर टाइम अथोरिटी नियुक्त की जिसके अध्यक्ष देवधर हैं। उन्होंने यह कहा था कि अगस्त से मैट्रो के निजीकरण के बारे में क्रियान्वयन करेंगे। बीच में यह आपका आ गया। मैं यह जानना चाहता हूं कि देवधर कमेटी की रिकमेंडेशन या उनका फार्मूला क्या है ? यह जो एक घंटे वाला शरू हो गया है मैट्रो-चैनल पर और जिसको निजी कम्पनीज को या प्राइवेट पार्टीज को देने की बात चल रही है क्या यह उसी फार्मूले का एक पार्ट है या अलग से आई एंड बी मिनिस्टरी ने देवधर कमेटी के फार्मूले को बाज में रखकर अपनी ओर से एक्सपेरीमेंटल बेसेज पर इसको शुरू किया है ? मैं यह जानकारी चाहता हूं कि देवधर कमेटी का फार्मूला क्या है और इसको कब से शुरू करने की बात है और जो शुरू किया हुआ है वह इससे अलग है या इसी का एक हिस्सा है ?

SHRI K. P. SINGH DEO: Sir, it is not an Air Time Authority, it is an Air Time Committee and it is a document which has been given by the Deodhar Committee. It is not a report as such. It is under examination. There are certain areas which require clarifications. We have sought the clarifications and when the reply comes, we will be in a position to give the recommendations because still it is in the form of a document. As for the second part of the question, this Metro Hour is not part of their formulation. It is only to assess the infrastructure and market response before the licencees are selected by the Air Time Committee.

डा. बापू कालदते : आप हमें यह बताइये कि

What is the relation between this Committee and the decisions taken by the Ministry? Is there any relation between these two? Then, I will ask the second supplementary.